

SOUTH PRODUCTION NOTES

**January 6, 2015
3-11 Shift Notes**

**BASF EMPLOYEES
76 Last Recordable
556 Last Lost Time**

Be sure to check weigh all bags off of the calciners and fill out the log sheet downstairs by the scale and Attach "Packaged By" label with your initials.

#1 MED / AI 3945:

On hold for air regulator for vacumax.

Midnight shift: Regulator should be in for installation on Tuesday. Planning to install auger day shift and hopefully get running.

Day shift: Still waiting on regulator. Shipped on Monday.

Afternoon shift:

#1 RC / AI 3945 next:

On hold until we get more feed. The oversize screen has been changed to a .156 x 5/16.

Midnight Shift: Hold until line gets started again

Day shift: Hold. Oversize screen switched to .156 x 5/16.

Afternoon shift:

Exhaust to Trimer

#2 MED line / Cu-0860:

Get all dried samples to the lab. Dry ice tote was delivered Monday. We can feed the bags down stairs by #2 dryer through the floor to the dryer.

Midnight shift:

Day Shift: Decision was made to change the mixer plows. Mixer scrape down occurring second half of shift with OT operators.

Afternoon Shift:

#2 RC/ Cu 0860:

Continue. Bladder on bag off station should be working now. Still need to feed bags on 1st floor (Bodmann will advise)

Midnight shift: Hold until dry results provided.

Day Shift: We will be able to feed the existing bags to the calciner in batch order.

Afternoon Shift:

Exhaust to F1

#3 MED/ D-1780 NAQ:

Continue until the new barrel liners come in. The weigh hopper is consistently showing 60# less than what we believe to be in it. A work order has been written on this. Also, we will need to stop late Wednesday in able to get station two cleaned and washed down for Thursday morning's bag cutter modification.

Midnight shift: Continue batches.

Day Shift: Continued.

Afternoon Shift:

#3 RC / D 1780 NAQ :

Continue to run. Use LAQ SAP sheets until we can get some NAQ sheets printed(scratch out the LAQ and put NAQ on sheets, SAP department knows about this).

Midnight shift: Continue

Day shift: Continued.

Afternoon Shift:

Exhaust to CTO

#4 RC / D-0222 KLP:

Cleaning spiral and deck. MOD is here now.

Midnight shift: Back together, check with production team on start up.

Day Shift: Will need to run Some AL oxide sand through the spiral before starting.

Afternoon Shift:

Exhaust to 4DC

#5 RC / Cu-0559:

Cu-0559 is the same as Cu-0539, but with a different SA/temperature.

Midnight Shift: DCs checked and OK, 5B contents bagged off and sampled for quality to see if it can be used, or scrapped. Gather raws and start?

Day shift: Mod is here. We will plan on starting on second shift.

Afternoon shift:

Exhaust to 5DC

#6 RC & Dryer / D-0257

Use Auto Sampler for bags, and get additional grab sample for each bag. Keep feed rate around 250.

Midnight shift: Continue

Day Shift: Continued. Bag rack modification being done late on second shift due to near miss on midnight shift. Make sure we resume feeding as soon as possible.

Afternoon shift:

Exhaust to Sly Scrubber

6 Tank /D-5253 empty

Continue. Drain looked at by Schirmer and Lucas- not fixed yet

Acid washed 1-1-15 - needs emptied – MT 1-2-15

Midnight Shift: Tank washed and emptied per previous notes info

Day Shift:

Afternoon shift:

New Pfaudler / D 5253 done, D-0222 next

Pfaudler glass was inspected. Need MOD for D-0222

Midnight Shift: Gathered some of the raws for KLP solution (need silver nitrate and confirm Manganese nitrate article number (material appears to be in bldg. 7). Also need Copper nitrate from bldg 7

Day Shift:

Afternoon Shift:

7 Tank KLP solution:

Elliott advised that radar gauge on tank is not working. Will need repaired.

Cleaned 1-1-15

Midnight Shift: Gathered some of the raws for KLP solution (need silver nitrate and confirm Manganese nitrate article number (material appears to be in bldg. 7). Also need Copper nitrate from bldg 7.

Day Shift: Cobalt is in Q.

Afternoon shift:

Old Pfaudler / D-0257:

See the MOD for special instructions for the lot 9 1708 material that was brought in. Continue, rental DI water unit delivered and installed on Saturday for pfaudler and #3 mixer. You will not be able to pump the water using the RO unit pump...water will deliver by city water pressure, so it will be slower. NOTE: Be sure to sample drainage from each batch made on east pfaudler for D 0257 batches.

Midnight Shift: Continue

Day Shift: Continued.

Afternoon shift:

National Dryer:

Schirmer finished bead blasting. **Will need to confirm totes and dryer clean.**

Midnight Shift: NA

Day shift:

Afternoon Shift: NA

PK Blender Selexorb:

Selexorb next

Midnight Shift: Thoroughly rinsed PK. Check to verify if retro-fitting blender bottom needed in order to start batches. Brought raws to building...if blender ready, start batches.

Day shift: Chute modification needs completed before we can start. Old chute thrown out.

Afternoon shift:

Abbe Blender / 5206 Done

Done for a while. Area Cleaned

Midnight shift: NA

Day shift:

Afternoon shift:

Tower 3/ Cu 0860:

On hold. Can be unloaded and reloaded, but do not start up until we hear back from Kristen.

Midnight Shift: Continue, will unload/reload Tuesday day shift

Day shift: Using kiln operator to adjust VAM. Tower can be unloaded after that and reloaded, but do not start until we get word from Kristen.

Afternoon shift:

Tower 6 / Pd 1930:

Continue.

Midnight Shift: Unloading middle of shift. Should reload by end of midnight or beginning day shift

Day shift: Loaded and running. Having kiln operator adjust weights of unloaded material.

Afternoon shift:

North Screener / Cu-0860:

On hold until tower comes down. WOW for leaking Pump
Midnight shift: Waiting on alcohol
Day shift: Waiting on alcohol.
Afternoon shift:

South Screener / Cu-0860:

On hold until tower comes down. WOW for leaking Pump
Midnight shift: Waiting on alcohol
Day shift: On hold for alcohol.
Afternoon Shift:

#2662 (west) Pill Machine / next up Al-3917 T 3/16”:

Do not load any more bags into the feed hopper. Just need to finish up.
Midnight shift: Down, manpower
Day Shift: Manpower.
Afternoon shift:

#2664 (east) Pill Machine / next up Al-3917 T 3/16”:

Do not load any more bags into the feed hopper. Just need to finish up.
Midnight shift: Down, manpower
Day Shift: Manpower.
Afternoon shift:

TK #2 / V 2046/V 2010:

Down for now. Will need to be switched to V-2010 Saggars...will discuss next week
Midnight shift: Down
Day Shift:
Afternoon shift:

TK #4 / Cu 2508:

Work completed at kiln building this weekend, kiln started back up
Midnight shift: Continue
Day Shift: Continued.
Afternoon shift:

Harrop Kiln / Al 3920:

Al 3920 - 90 min Cart- operator must keep area cleaned
Midnight shift: Continue, using lot 608. Emergency work notification written for the return conveyor B as it jumped off the track during shift. Need maintenance on it first thing Tuesday. Cars being manually pushed/pulled until repaired.

Day Shift: Maintenance working on return conveyor B. Kiln operator adjusting VAM drums.
Afternoon shift:

Building 27 Belt Filter / 5020:

Cu-5020. Cleaning spin flash hopper.

Midnight shift: Dryer was lit and ran out dryer vat, then shut down until day shift. Jeff Lewis notified...will need to see if day shift operator available (Persinger out for Union Business)

Day shift: Had some maintenance issues early on, but have been running ok since.

Afternoon Shift:

Priorities:

Priorities 1 through 12 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/HC-11 Dryer/#6 RC/Sly
- 2) #3 MED/#3RC/CTO
- 3) #2 Line/#2RC
- 4) Harrop Kiln
- 5) Horne Tabletting
- 6) #1 Line/#1RC
- 7) South PK (NA Selexsorb)
- 8) South Precip
- 9) #5 RC
- 10) Reduction Towers
- 11) Reduction Tower Screeners
- 12) #4 RC
- 13) #4 Tunnel Kiln

AI-3915 and AI-3920 continue to move up the list, we are projecting to be late to our commitment to Seneca in delivering the AL-3920 by year end.

In reviewing their plan, we can be ~1 week late at most before it affects them, which in turn affects when the material returns for reduction, which places the burden on us to still meet the QVAM ship date.

Projected end date on the AI-3920 T is showing as Jan 6th.

Maintenance & Other

- 1) Belt filter down for blower bearing replacement
- 2) MOC for PK bottom outlet for X-1000 repacks - Monday
- 3) Rental DI water unit is installed. You will only have city water pressure on the 3rd floor, so transfers to #3 mixer weigh tank and east pfaudler will be slower than normal
- 4) Shirmer power-washing in building 10 completed, #4 Tunnel Kiln heating back up

